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SOURCE Gudok.

NOTE ACHIEVEMENTS, LAGS IN RAILROADS' OPERATIONS

TURNAROUND TIME STILL NEEDS REDUCING -- Gudok, 27 Oct 50

At present, freight car turnaround time has been reduced considerably, but on many railroad systems it still exceeds the norm. If car turnaround time were reduced by only one hour, railroad transport could, with the same number of cars as it has now, load an additional 800 cars per day. A reduction of turnaround time by 24 hours would increase daily loadings by almost 20,000 cars and would give a yearly saving of about 1.2 billion rubles.

At present, a freight car spends 40-45 percent of its turnaround time in industrial stations, up to 30 percent in freight stations, and less than 30 percent in movement.

AVERAGE LENGTH OF HAUL TOO LONG -- Gudok, 6 Oct 50

In the past year, the average length of haul was reduced in comparison with 1945, but still exceeded the level set by the 1950 plan and the prewar level. In the first half of 1950, the average length of haul not only was not reduced in comparison with the first half of 1949, but even increased somewhat. There are still excessively long hauls of such freight as coke, metal, timber, etc. The government has forbidden the hauling of blast-furnace coke from Siberia to the Center and from the Donets Basin to the southern Urals.

The distance traveled of loaded cars could be reduced considerably by transferring part of the timber hauling to river transport. Last year, for instance, only 15 percent of the total volume of timber delivered to the Caucasus and 0.5 percent of the total volume of timber delivered to the Donets Basin was carried through the transshipment points of Stalingrad, Astrakhan, Makhach-Kala, and Baku. In other words, the water routes of the Volga and the Caspian Sea were used very little. And as a result, 85 percent of the timber for the Caucasus and almost all of the timber for the Donets Basin went by railroad.

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ON-SCHEDULE TRAIN HANDLING INCREASES -- Gudok, 3 Nov 50

In October 1950, the percentage of trains handled according to the schedule increased by 18 percent in comparison with the same period of 1949. Average speed including stops was increased by 2.3 kilometers, and average speed excluding stops increased by 1.7 kilometers. For the year, layover of cars in industrial stations was reduced by 0.8 hour.

CONDENSED SCHEDULE EXTENSIVE BUT NOT ALWAYS MET -- Gudok, 17 Nov 50

At present, 73.8 percent of the whole freight locomotive park has been transferred to the condensed schedule. However, not all of the locomotives have been fulfilling the norms of the schedule.

RAILROADS GET WINTER SCHEDULE -- Gudok, 26 Nov 50

Railroad systems of the USSR network today began operating on the winter schedule for train traffic.

During the period the summer schedule was in force, more than one third of the railroad systems, including the Kovel', Kishinev, L'vov, Vinnitsa, Kirov, Kalinin, Southwestern, Odessa, North Donets, Southern, Lithuanian, October, and Leningrad systems, handled 90-95 percent of the trains according to schedule.

CAR-LOADING PLAN COMPLETION SPOTTY -- Gudok, 17 Nov 50

The Pechora, Kishinev, Amur, and Ufa railroad systems have already completed the year plan for total carloadings, and the Kuybyshev, Omsk, Southwestern, Vinnitsa, Stalingrad, Turkestan-Siberia, and Far Eastern systems are near the goal.

Such systems as the Kirov, Sverdlovsk, Ashkhabad, Northern, and Southern systems continually fail to meet the car-loading plan, and their poor work lowers the over-all indexes for the USSR network.

WESTERN SYSTEM LOCOMOTIVE WORK INCREASES -- Gudok, 30 Aug 50

During the first half of 1949, each freight locomotive operating on the Western Railroad System effected 7,115,000 gross ton-kilometers; during the second half of 1949, this figure was 8,542,000 gross ton-kilometers, and in the first half of 1950, 9,036,000 gross ton-kilometers.

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